

## ALEXANDER HOWAT OPPOSES ACTION OF KANSAS COURT

Court of Industrial Relations  
is Attacked by Union  
Leader.

PITTSBURG, Kan., April 14.—When Gov. Henry J. Allen entered the coal fields of the Pittsburg district last November to ask the miners to work for the state under the receivership which the governor had instituted, the question asked on every hand was:

"What will Alexander Howat say about it?"

The governor was told frankly that Howat, district president of the United Mine Workers, would reject the plan. Howat was in Washington attending the negotiations in progress for the settlement of the nation-wide strike of bituminous miners. A close friend of Howat's volunteered to go to Washington and seek his consent for the men to return to work. Not only did Howat reject the offer, but he issued a statement in which he bitterly condemned the plan as an "invasion" of the governor in an attempt to disrupt the union.

The campaign to work the mines under a state receivership, however, continued. A call then went out for volunteers. Scores of husky young Kansas men, many war veterans, answered the appeal. They started to work in the face of a blizzard but they turned back. State troops were brought into the district to guard the workers, with federal troops at hand for reserve duty.

**Tentative Plan.**  
The Kansas governor organized a temporary executive office in Pittsburg and while here formed a tentative plan for a coal receivership. W. L. Huggins, then chairman of the Kansas state public utilities commission, and Judge F. C. Price, a leader in the state senate and chairman of the judiciary committee, were called into conference. A day or two later the governor issued a call for an extraordinary session of the state legislature and in January the law creating the court of industrial relations was enacted. Howat, meanwhile at meetings of the miners in Indiana, Ohio and Iowa, declared the law was designed "to enslave the working people of Kansas." He threatened a "fresh strike" of the Kansas miners.

After the new industrial court had begun functioning it was announced an investigation of the coal mining industry of the state would be held here. The court assembled and Howat and other officials of the mine workers were summoned to appear as witnesses. The order was ignored.

The presiding judge then applied to Judge A. J. Curran of the Crawford county district court to order Howat to appear before the industrial court. When Howat and the other officials did not appear, Judge Curran found them in contempt and issued an order committing them to jail "until such time as they consent to appear before the Kansas industrial relations court and answer all questions asked them."

**Long An Official.**  
Howat is serving his 18th year as an official of the United Mine Workers. He was born in Scotland and came to the United States when three years old. At 16 years old he went to work in a coal mine. A foe to compromise when the nation-wide bituminous strike was settled in November, 1919, Howat denounced some phases of the settlement. On Dec. 22, 1919, he was sent to jail in Indianapolis for contempt because of a strike in the mines of the Central Coal and Coke Co. in Kansas, called the previous July, was still in progress after the nation-wide settlement. Howat was released the next day upon his promise. It was said, that he would endeavor to induce the miners to return to work.

The court of industrial relations, which launched into an entirely new field of legislative endeavor, was attacked before the Kansas legislature by representatives of capital and labor. Ample time was given both sides to present arguments, and the bill was condemned as inimical to the interests of capital and labor alike. Mr. Huggins presented the views of the public. Both houses of the legislature adopted the measure by overwhelming majorities.

**New Law Operates.**  
The new law has been in operation only a few months but petitions have been filed under its provisions by local, state and national labor union organizations, as well as by groups of workers and by individuals. It not only prohibits strikes and lock-outs in essential industries, but it requires essential industries to operate with "a reasonable continuity necessary for the protection of the public."

The court which it created is empowered to regulate wages, hours and working conditions, pending agreement between employer and employee. Labor officials or employers violating provisions of the law may be charged with a felony, subject to penalties reaching a maximum of \$5,000 fine and two years' imprisonment. Maximum penalties for employers who violate the law are \$1,000 fine and a year's imprisonment in a county jail.

The court is composed of George H. Wark, a lawyer, Clyde M. Reed, a newspaper publisher and Mr. Huggins, the "father of the new law."

## Question Now is Who Pays for Bad Roads?

It has been the popular thing to say that motor car owners, through their licenses, pay for bettering the bad roads are costly luxuries to maintain.

Herbert Hoover declared recently that one-half of the perishable produce in the United States fails to reach waiting consumers because of roads throughout the country. It is true that the spreading use of automobiles has led to great improvement in road conditions, but the breaking up of a bad winter discloses the fact that there are bad roads in every community. And in the middle west have had millions of bushels of wheat lying on the ground all winter which the railroads are unable to transport and which, because of bad roads, cannot be conveyed to market in any other way. The grain goes to waste, as does the produce that Hoover spoke of, and prices soar in the cities.

The merchant cannot get a supply of country produce when it is most needed because in bad weather the roads are impassable. The poor transportation. Grain growers summer pays in high prices for everything he eats and wears.

So everybody pays for bad roads in direct high prices. And everybody pays in a hundred indirect ways that are not so easily classified.

## SWITCHMEN STRIKE CAUSES SHORTAGE OF COAL IN STATE

INDIANAPOLIS, Ind., April 17.—The tieup in coal cars as a result of the Chicago Switchmen's strike, has made it almost impossible for the state to obtain sufficient fuel for the various institutions, according to members of the state purchasing committee. The railroads are short of coal and are confiscating fuel consigned to state institutions, thus forcing the state to buy coal on the open market. Gov. Goodrich has ordered prepared claims against railroads for the difference between the state contract price and the price being paid on the open market by the state.

The true "artistic spirit" is that of the man who won't turn from his contemplation of a beautiful sunset in order to stare after a red-headed girl—but have you ever met him?

Whisky seizures from passengers traveling from Montreal to Boston are becoming common at the American border.

Jewish tradesmen in Poland are said to be giving up their licenses rather than obey the law which compels Saturday opening.

Landlords may increase rent only during the month of May, according to a bill favorably reported by the New York legislature.



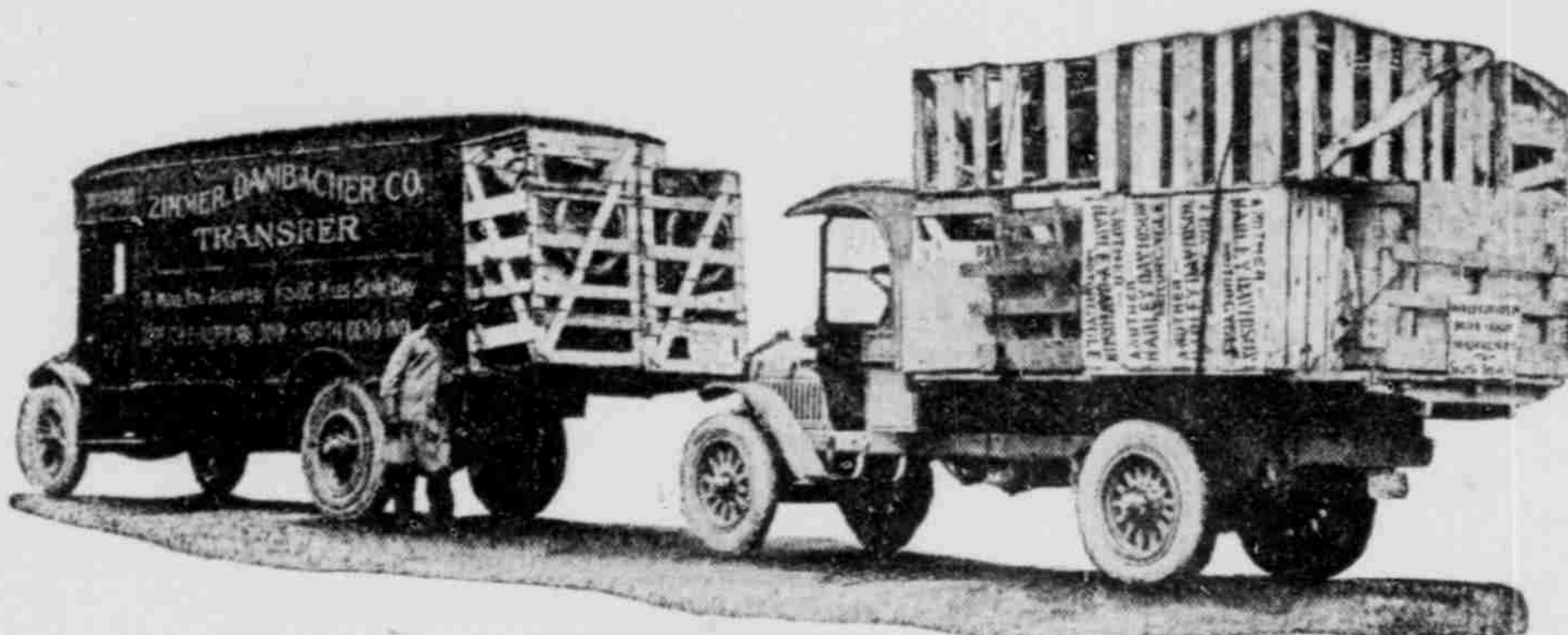
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## Trucks Bring Motorcycles to South Bend



Owing to the freight tie-up as the result of the switchmen's strike, Hagedorn and Webster, local Harley-Davidson motorcycle dealers, used two trucks during the past week

to bring machines to South Bend. A fore part of the week and left the factory at Milwaukee on Wednesday morning. They arrived here Thursday evening. Included in the shipment were boxes holding a ton of Harley-Davidson parts.

## TO ADVERTISE CITY ON TRUCK TOUR

Chamber of Commerce Takes  
Opportunity to Boost  
Marketing Here.

South Bend's advantages as well as the advantages of a motor truck on a farm will be put before the people along the route during the truck tour, which is planned by the motor truck division of the South Bend Automobile Dealers' association. It was announced by the Chamber of Commerce and B. J. McGee, director of the tour which will commence April 29 and will continue for the remainder of the week.

According to plans announced it is the intention to not only show the possibilities of pneumatic tread trucks on farms, but to show why South Bend is the natural center of a commercial and farming district covering several counties.

Advertising matter telling of South Bend's advantages as a shopping center and as a headquarters for the adjoining rural communities will be distributed.

Plans now being prepared for the tour include taking the Jackie band of the Great Lakes naval training station on the tour. The plan is to have the concert on the court house lawn on Saturday evening, so as not to interfere with the Bob Jones tabernacle service on Sunday.

Tour Director B. J. McGee announced Saturday that great interest in the tour was being manifested in Niles where a stop for noon lunch will be made. Mayor Bonine has appointed several committees to make arrangements for the reception of the truck dealers and every courtesy will be extended them.

## SOUTH BEND CENTER IN SHIP BY TRUCK NATION-WIDE PLAN

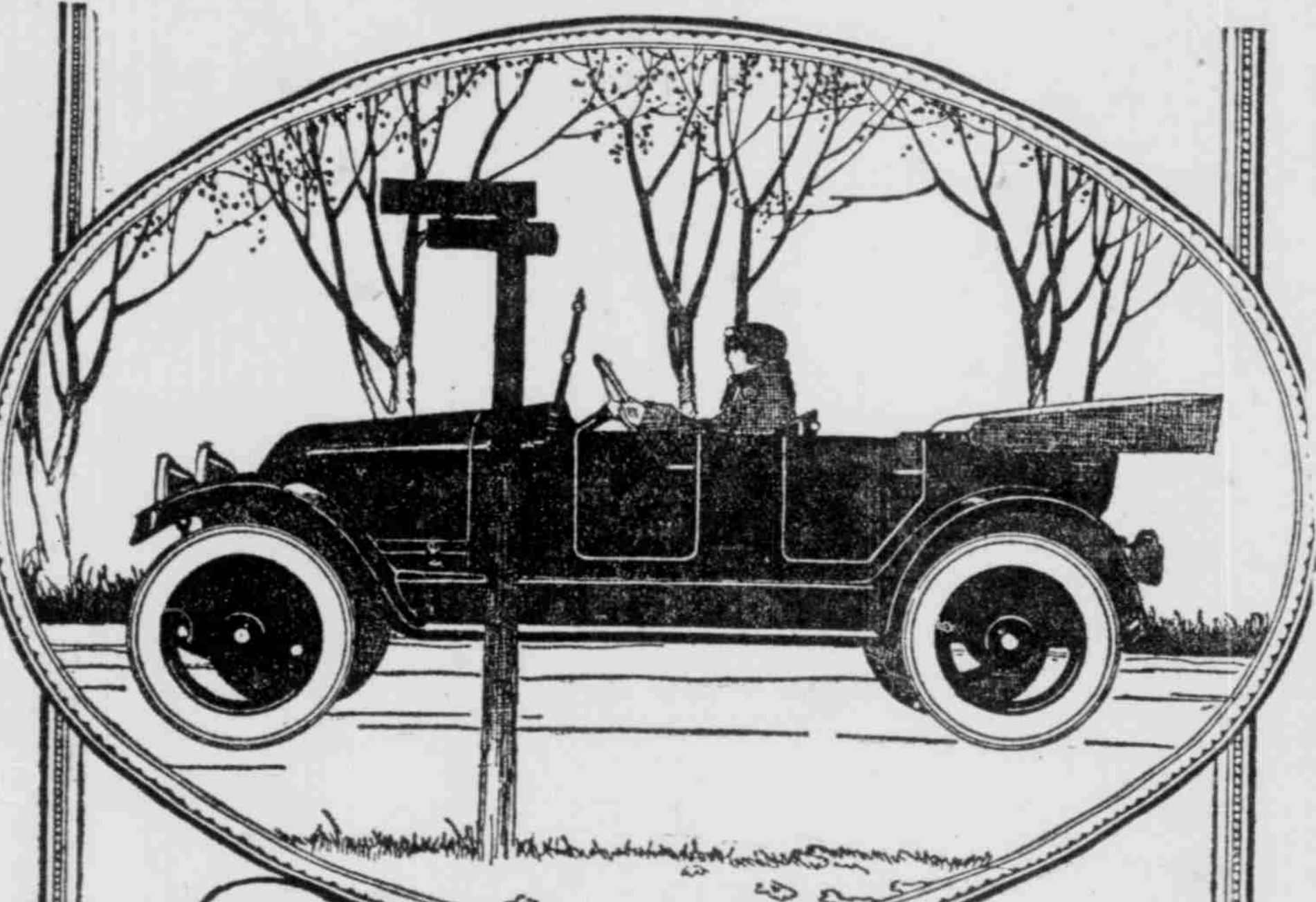
South Bend is becoming a very active center in the "Ship by Truck" industry. Fleets of giant motor conveyances are passing daily through South Bend from Chicago and from points more distant. Local truck companies have been depended upon during the tie-up of railroad shipping to furnish South Bend with food from the larger centers. Saturday it was necessary to ship by truck four cars of scenery for the Oliver theater from Niles.

The Inter-City Transfer Co. has added two modern two-ton White trucks to the fleet. This makes a total of five trucks and trailers which are making regular trips into Illinois, Michigan and southern Indiana points under the direction of the Inter-City Transfer Co.

The British Trades Union Congress voted against the use of the general strike to compel the government to nationalize the mines.

George Bernard Shaw says that England ought to thank Holland for refusing to give up the kaiser—"it saves him from having to tell what he knows about the war."

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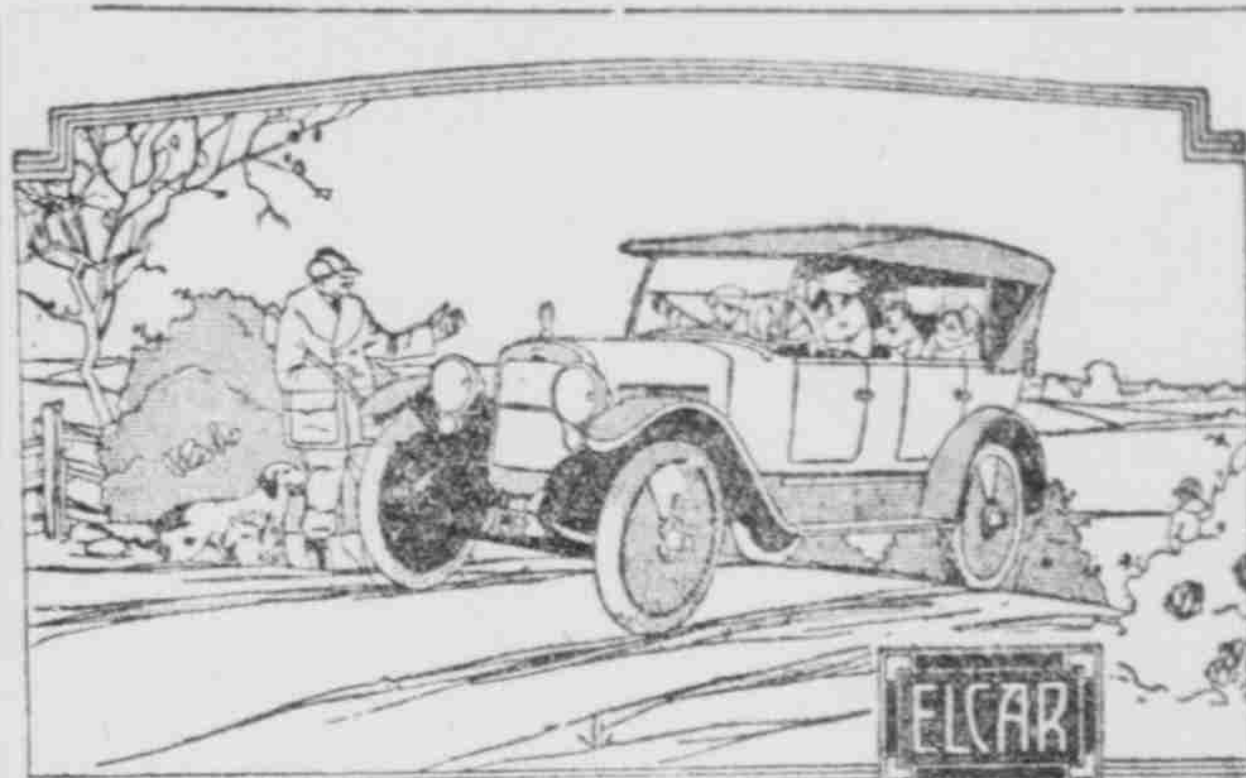
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BUT NOW the State of California has recognized their tremendous importance in its "Safety First" legislation by forcing less progressive makers to adopt these three Reo features.

THOSE FEATURES that were first incorporated in a motor truck by Reo and which were flouted and ridiculed by others as superfluous, are now given recognition legally as well as morally and commercially.

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JUST CONSIDER how the chances of accidents and consequent damage suits are lessened by electric lights on a motor truck.

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EQUALLY PROTECTIVE to the driver is the electric starter—broken hands and wrists never threaten a driver of a Reo "Speed Wagon."

ONLY WAY is to place your order now—get in line for an early delivery—if you'd have a Reo.

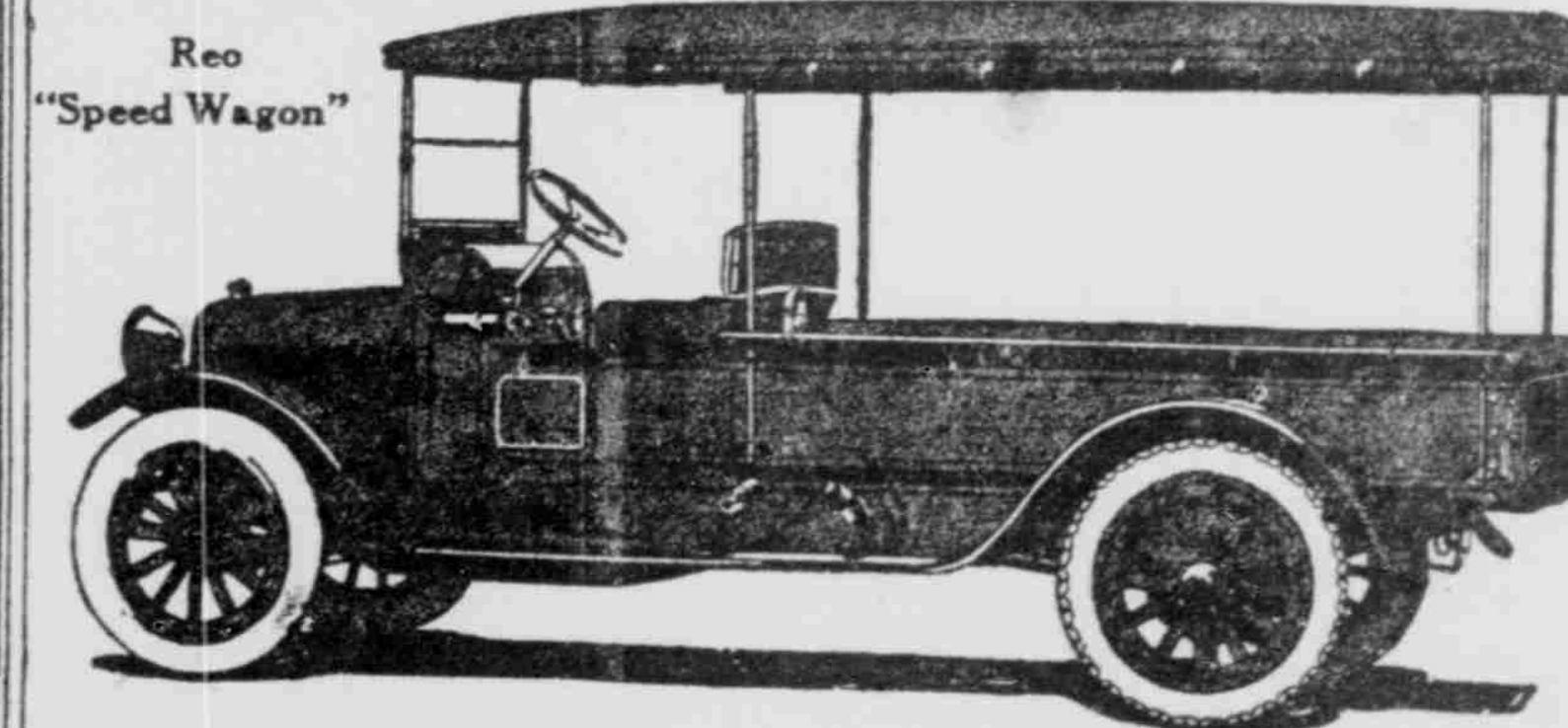
AND THE CLEAR-VISION, rain-vision windshield—also first applied to a motor truck by Reo—is also invaluable in protecting pedestrians and the driver and the owner against accidents in stormy weather.

AND REMEMBER if it isn't a Reo it isn't a "Speed Wagon." This is the original—why accept an imitation or a substitute?

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